HONDA ServiceNews June 2001

Returned Warranty Parts

Warranty parts provide valuable feedback for American Honda, its factories, and its vendors. Whenever American Honda requests a warranty part, the part *must* be returned quickly, and it *must* be clean, fully assembled, and properly identified. Parts that are dirty, incomplete, misidentified, or poorly packaged may result in a debit charged to the dealership.

American Honda's Engineering and Warranty departments are responsible for inspecting *all* parts returned for warranty claims. If the returned part is the suspected cause of some new problem, the part is installed on an Engineering test vehicle so the responsible model team can check out the customer's complaint and report the problem to the factory. If the factory requests the part, it's removed from the test vehicle and shipped to the factory. And if the vendor requests the part, the factory ships it to them. For more info on warranty parts returns, refer to Section 5.1.4 of the *Honda Service Operations Manual*.

Engine Vibration, Underhood Rattling: '01 Civic

On '01 Civics, the engine mounts can cause an engine vibration or an underhood rattling that's worse with the transmission in Reverse or Drive. To isolate this noise, use a Steelman ChassisEAR to listen to the engine mounts, or install known-good front and left-side engine mounts.

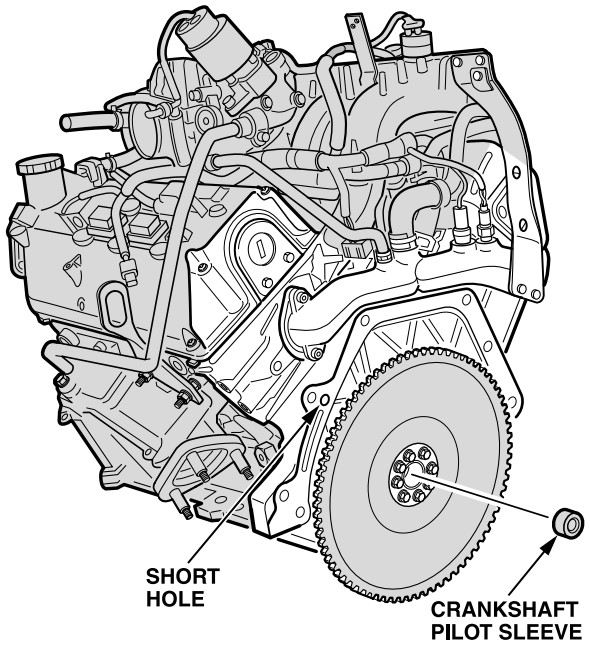
Engine mount damage, and this vibration/noise, can happen after the vehicle has been involved in a front end or rear end collision. So, whenever you get a '01 Civic back from the body shop, make sure you check the idle quality and inspect the motor mounts.

Clunk at Cold Start-up: '99–01 Odyssey

On '99–01 Odysseys, the A/C compressor can make a loud clunk when you start the engine with the A/C on after the vehicle has been sitting for a while (overnight). This noise is a normal characteristic of the vehicle and needs no repair. Here's the reason why: When the compressor and the lines are cool after sitting overnight, the R-134a refrigerant condenses. When you start the engine with the A/C on, the compressor gets a dose of liquid R-134a and makes a loud clunk. To make sure the noise is coming from the compressor, and *not* from somewhere else, start the engine with the compressor or the climate control turned off. If you *don't* hear a clunk, the condensed R-134a in the compressor is the cause.

Vibration After Crankshaft or Short Block Replacement

On '94–01 Passports with A/T, when you're installing a new crankshaft or short block, make sure you transfer the crankshaft pilot sleeve to the new crankshaft/short block. This sleeve reduces the diameter of the crankshaft so the torque converter fits snugly. Without the sleeve, the torque converter can severely vibrate. This sleeve also lets you use the same short block and crankshaft for both M/T and A/T vehicles.



When reassembling the A/T to the engine, make sure you install both dowel pins correctly and install the mounting bolts in the proper holes. If you *don't* install the dowel pins correctly, the flex plate can crack. If you install a *long* mounting bolt in a *short* hole, the bolt can crack the coolant passage and damage the block.

Engine Ping Accelerating Uphill: '98–99 Passport

On '98–99 Passports, if your customer complains of a pinging noise when accelerating uphill with the engine speed below 3,000 rpm, check for rattling from the heated oxygen sensors (see the article "Exhaust Rattle or Engine Ping: '98–00 Passport" in the March '00 issue of *ServiceNews*). If the sensors are OK, inspect the right exhaust pipe damper (see S/B 98-007, *Buzz From the Passenger's Seat Area*, filed under Engine Mechanical). If the exhaust pipe damper is OK, explain to your customer this pinging is a normal characteristic of the vehicle and will *not* damage the engine or any emissions components.

ABS DTC 54, TCS DTCs 25, 26, 27, 28 Set: '01 Odyssey

On '01 Odysseys, if the ABS indicator, the TCS indicator, and the MIL come on at PDI, check the No. 55 (40 A) fuse in the under-hood fuse/relay box. If the fuse is missing, these DTCs can set:

- ABS DTC 54 (ABS fail-safe relay)
- TCS DTC 25, 26, 27 (TCS solenoid)
- TCS DTC 28 (TCS relay)

Maintenance Required Indicator Logic: '01 Civic

On '01 Civics, the maintenance required indicator on the instrument panel reminds you when it's time to take the vehicle in for scheduled maintenance. Here's what it does:

- During the first **8,000** miles (and every **8,000** miles after the indicator is reset), the indicator comes on for 2 seconds when you turn the ignition switch to ON (II).
- Between **8,000** and **10,000** miles after the indicator is reset, the indicator comes on for 2 seconds when you turn the ignition switch to ON (II), and then blinks for 10 seconds.
- At **10,000** miles after the last reset, the indicator stays on continuously as a constant reminder.

Intermittent Wiper Delay Too Short: '99–01 Odyssey LX

On '99–01 Odyssey LXs, if your customer complains that the intermittent wiper delay time is too short, compare the wiper delay time to a known-good vehicle. If the delay time is shorter, look at the repair history of the vehicle, and check if S/B 00-071, *Safety Recall: Odyssey EX Instrument Panel Lighting*, filed under Body Electrical, was done. If it was, the vehicle has the EX model driver's multiplex control unit installed, and this will cause the intermittent wiper delay time in an LX model to be very short.

Fix S/B 01-040: '96–01 Civic

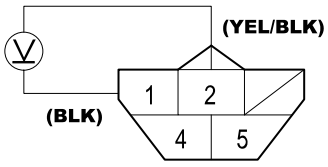
Service Bulletin 01-040, *1996–01Civic Rear Main Seal Leak*, filed under Engine Mechanical, has an incorrect P/N listed for Honda ATF-Z1 under REQUIRED MATERIALS. The *correct* P/N for Honda ATF-Z1 should be 08200-900*1*, H/C 6512628. Make these P/N changes to your copies of the bulletin. A revision to this bulletin is currently in work and will be issued soon.

S/M Fix: Fuel Gauge Sending Unit Test, '01 Civic

Step 6 on page 11-144 of the 2001 Civic Service Manual lists the wrong measured voltage between terminals No. 1 and No. 2 of the fuel pump 5P connector. The *correct* measured voltage should be *battery voltage*. Correct your copies of the S/M to look like this:

6. Measure voltage between the fuel pump 5P connector terminals No. 1 and No. 2 with the ignition switch ON (II). There should be ~~between 5 and 8V~~ battery voltage.
   - If the voltage is as specified, go to step 7.
   - If the voltage is not as specified, check for:
     - an open in the YEL/BLK or BLK wire.
     - poor ground (G551).

FUEL PUMP 5P CONNECTOR



Wire side of female terminals

Bulb Check Logic

NOTE: This article applies to '98–01 Accords, '97–01 Preludes, '00–01 S2000s, '00–01 Insights, '99–01 Odysseys, and '94–01 Passports.

The charging system indicator, brake system indicator, and the safety indicator (not applicable on Passports) require alternator charge output (on Insights, it's DC-DC converter output) to turn off these indicators.

When the charging system is working normally, the charging system indicator, the brake system indicator, and the safety indicator come on when the ignition switch is turned to ON (II). As soon as the output from the alternator or the DC-DC converter exceeds the battery voltage (engine running), all of these indicators go off.

If the charging system indicator, the brake system indicator, and the safety indicator all come on when the engine is running, troubleshoot the charging system. If *only* the brake system indicator or the safety indicator comes on, troubleshoot the affected system.

Security System/Keyless Entry Info: ’01 Civic

Here’s some important info on the security system and the keyless entry system for ’01 Civics.

General Information

- Civic EXs have a factory-installed keyless entry system and come pre-wired for the Honda Security System (P/N 08E50-S5D-100, H/C 6551212). The security system is a dealer-installed option on EX models.
- Civic LXs, HXs, and GXs do *not* have a factory installed keyless entry system or security system, but they *do* come pre-wired for the Honda Keyless Entry System (P/N 08E60-S5D-100, H/C 6551204) and the Honda Security System. You can install the keyless entry system and the security system either separately or together.
- Since Civic DXs do *not* have power door locks, there’s a special Honda Security System (P/N 08E50-S5D-100F, H/C 6551212) available just for this model. The kit includes the keyless entry system and the security system. But do *not* install this system on a Civic LX, HX, or GX; it will *not* lock or unlock the power door locks.
- The Honda Security System is preset at the factory to the Manual Mode. To arm the security system in the Manual Mode, you also need the keyless entry system. If your customer does *not* want keyless entry, make sure you set the security system to the Auto Mode.
- In the Auto Mode, the security system arms automatically **20 seconds** after the last door or the trunk is closed (exit delay time) but it does *not* lock the doors.
- During the exit delay time, the status LED on the steering column blinks rapidly (four times per second). After the security system is armed, the LED blinks once per second.
- If you use a door key to unlock the vehicle in the Auto Mode, you have **20 seconds** (entry delay time) to turn the ignition switch to ON (II). If you do *not* do this within the entry delay time, the alarm triggers.
- If you use a keyless remote transmitter to arm and disarm the security system in the Auto Mode, the entry and exit delay times change to **0 seconds**.
- In the Valet Mode, the security system is temporarily placed on “hold.” The system *cannot* be armed. The Valet Mode works *only* in the Auto Mode. When in the Valet Mode, the LED blinks one time for **3 seconds** when the ignition key is removed and when the driver’s door is opened.
- If the security system is inoperative, but the keyless entry system still works, your customer could have put the security system into the Valet Mode by mistake.

Changing Arming Modes

The arming mode change procedure in the Honda Security System operating instructions is *very* confusing. Follow this updated procedure instead:

Manual Mode to Auto Mode:

Disarm the security system, then do these steps: **(You must complete all the steps within 3 seconds for the change to take effect.)**

1. Insert the key into the ignition switch, and pull the key all the way out. Insert the key again, and pull it out.
2. Insert the key once more, and leave it in. (The security system sounds the horn once to signal the system is now in the Auto Mode.)

Auto Mode to Manual Mode:

1. Close all the doors and the trunk.
2. Insert the ignition key, and turn the ignition switch to ON (II). Wait for the instrument panel indicators to complete the bulb check. Turn the ignition switch to LOCK (0), and pull the key all the way out.
3. Open and close the driver’s door. [The status LED on the steering column blinks rapidly (four times per second) to signal the exit delay timer has started. You *must* start the next step while the exit delay timer is on.]
4. Insert the ignition key into the ignition switch, and pull the key all the way out. Insert the key again, and pull it out.
5. Insert the key once more, and leave it in. (The security system sounds the horn twice to signal the system is in the Manual Mode.)

Valet Mode:

Disarm the security system, then do these steps: **(You must complete all the steps within 3 seconds for the change to take effect.)**

1. Insert the key into the ignition switch, and pull the key all the way out. Insert the key again, and pull it out.
2. Insert the key once more, and leave it in. (The status LED on the steering column blinks once to signal the security system is in the Valet Mode. To cancel the Valet Mode, repeat steps 1 and 2. When you’re done, the LED blinks twice to signal the system is out of the Valet Mode.)

Immobilizer Keys Won't Program With PGM Tester

On Honda models with an immobilizer system, if your PGM Tester *cannot* do the immobilizer functions, check the PGM Tester setup. If the date or time is incorrect, the PGM Tester will *not* do immobilizer functions.

The four-digit immobilizer ECM/PCM code (available on the HONDANET 2000 VIN Status Inquiry display) can *only* be used until 12:00 midnight of the day you got it. At midnight, the PGM Tester algorithm adds a day, so you *must* get a new code from the HONDANET 2000.

The setup destination *must* be set for USA. Some of the listed countries do *not* sell vehicles with our immobilizer system, so their PGM Tester software does *not* support our immobilizer functions.

Maintain Correct Refrigerant Oil Level in A/C System

When you're replacing an A/C component, you *must* maintain the correct refrigerant oil level in the A/C system to ensure long life and proper operation. If there's too little oil in the system, the A/C compressor can make noise or possibly fail. If there's too much oil in the system, the system's cooling capacity is reduced.

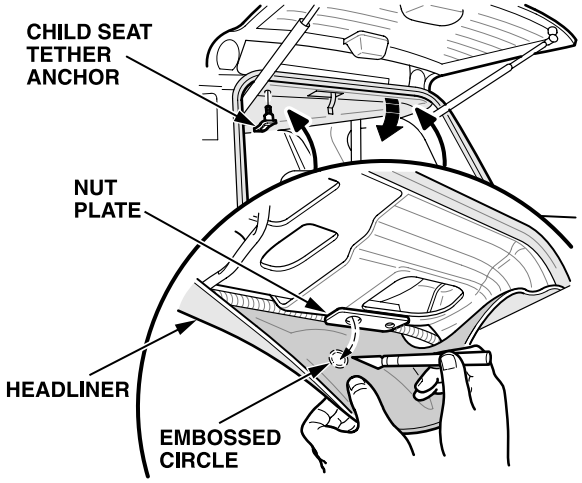
Here are some helpful tips to remember:

- Before you recover the vehicle's refrigerant, empty the oil discharge cup on your recovery/recycling/charging station; this way you'll know how much refrigerant oil came out of the A/C system you're working on. To avoid contaminating the system, *never* reuse recovered oil.
- New A/C compressors are filled with enough refrigerant oil for the entire system. This means you need to drain some of the oil from the compressor before you install it. To determine just how much oil you need to drain, measure the oil from the old compressor, and subtract that amount from the system's total capacity. If the old compressor was empty, do *not* drain more than **50 cc** from the new compressor.
- When you replace a compressor, a condenser, an evaporator, a receiver-dryer, or a refrigerant line, add the correct amount of new refrigerant oil for that component. Refer to section 21 or 22 of the appropriate S/M (section 1A for Passports) for component and system oil capacities and other helpful info.

Installing Child Seat Tether Anchors: '97–00 CR-V

All '97–01 CR-Vs are set up to secure a tether-style child seat; 2001 CR-Vs come with *three* child seat tether anchors already installed, ready for use. And 1997–00 CR-Vs have provisions for *two* child seat tether anchors, but the anchors are *not* installed. And to make things a little more challenging, the nut plates for mounting the anchors are hidden behind the headliner. So here's what you need to do to install child seat tether anchors:

1. Remove the two trim clips from the rear edge of the headliner.
2. Remove the rear ceiling light.
3. Pull the headliner down far enough to locate the two embossed circles on the back side of headliner. (The nut plates are on the body directly above these two circles.)



4. Use a utility knife to cut out the two circles in the headliner.
5. Reinstall the headliner, the rear ceiling light, and the trim clips.
6. Install the child seat tether anchors (P/N 82410-SE3-C01, H/C 3576733) onto the nut plates. Torque the mounting bolts to 22 N·m (16 lb-ft).

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